

Local antique car collection to have its day in the sun

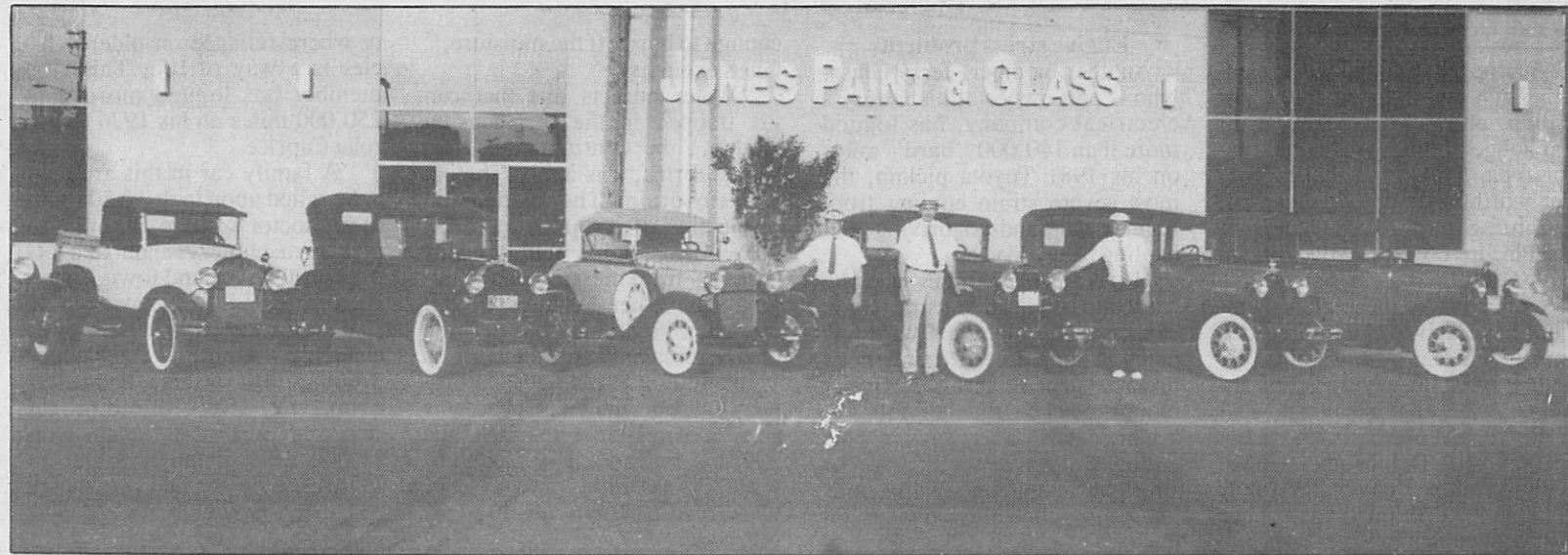
By **PATRICK CHRISTIAN**
Herald Staff Writer

OREM — Shiny nostalgia on rubber wheels is coming to Utah Valley Community College when hundreds of historic vehicles and their owners participate in the Auto Expo and Pioneer Car Cruise on Saturday.

Model A Fords will be featured During the Auto Expo, but vehicles in many show classes from nearly every production decade may be on display at the college located in Orem.

Brothers Kenneth, Merlynn and Harold Jones will display their collection of Model A Fords, including a 1928 Roadster pickup truck and Phaeton, a 1929 and a 1930 two-door sedan, a 1930 Roadster and a coupe and a 1931 Roadster.

"We are looking at between 250 to 300 cars," said Ray Campbell, chairman of the Auto Expo



Photo/Leon Woodward

The Jones brothers stand among their collection of Model A Fords. From left, Kenneth, Merlynn and Harold.

Off Road Supply, RPM Auto Parts in Provo, and Barber Brothers'

Maintenance boils down to constant little repairs

From Metro Newspaper Service

A properly maintained car engine gives you more miles per gallon, allows you to keep your car longer, eliminates some major repair bills, and makes your car worth more when you sell it, according to three members of the Phillips 66 TropArtic 100,000 Mile Club.

Collectively, these club members have driven their three primary vehicles almost 600,000 miles over an average of 14 years.

Bruce Birkeland, Faith, S.D.; Jerry Glass, Des Moines, Iowa; and Maurice Beaver, Wilmot, S.D. learned through experience that proper driving practices and frequent oil changes are simple, effective ways to increase engine life.

They were inducted into the exclusive TropArtic 100,000 Mile Club, which was established

Engine stress problems

Another member, Jerry Glass, who is part owner of his family's electrical company, has logged more than 140,000 "hard" miles on his 1981 Toyota pickup, the most severe strain coming from regular stop-and-go driving and hauling heavy loads.

He recalls many times when he loaded his pick-up to its three-ton capacity with electrical wire and pipes. "Sometimes I'd only need to haul supplies across town but other times I'd drive 200 miles to a work site," Glass says. "This added weight can put a lot of stress on an engine. It's like pulling a three-ton trailer or boat on the back of a car."

Glass also notes that short trips can put excess stress on an engine. He estimates that 70 percent of the mileage on his pickup resulted from short trips (less than

enough to burn off the moisture," Glass explains.

"Water attracts dirt that can get trapped in the oil, causing sludge," he continues. "Once sludge forms, it is almost impossible to drain. The suspension properties of TropArtic Turbo 10W-30 motor oil will stop dirt particles from massing on the engine parts. When I change the oil, the grime is drained out and the engine remains clean."

In addition to his fleet of company-owned vehicles, Glass owns a 1976 Ford Elite with more than 100,000 miles, a 1980 Firebird with 55,000 miles and a 1974 Chevrolet pickup with 112,000 miles.

Glass performs all maintenance on the cars himself. In an hour, he can change the oil, check the air pressure in the tires and grease the chassis on three vehicles. He recommends oil changes

ty where reliance on older vehicles is a way of life. This club member has logged more than 250,000 miles on his 1976 Chevrolet Caprice.

"A family car in this area has to be relied upon to drive 50 miles to the doctor's office, 40 miles to pick up machinery, and make lots of short trips around town," says Beaver.

Beaver, who recommends changing the oil and filter every 2,000-3,000 miles, has used TropArtic 10W-40 motor oil since he purchased the car with 21,000 miles from a dealer in 1978. The dealer had previously

served the car with the same oil.

"I believe that's the main reason the car has had no major repairs," Beaver says. "You know that 'ounce of prevention' theory."

Beaver recommends gauging maintenance intervals according to what the driving conditions warrant, not necessarily by what the owner's manual says. "For example, when we use the car for mostly short trips, I change the oil more frequently — closer to the 2,000 mile side," says Beaver.

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